



Call to Order/Opening Business

1. Roll Call
2. Approval of Minutes for July 28, 2022
3. Public Comment

Action Items

1. 2021-2024 TIP Amendment #10 (Attached) (Carlton Scroggins)
 - a. **KA-1266-04:** Amended Project: I-70 Polk/Quincy Viaduct & Approach Roadway. Reconstruct I-70 to 6 lanes on a partial offset alignment: Revised cost estimate to reflect March Bi-Annual Estimate. (KDOT)
 - b. **KA-3236-01:** Amended Project: US-24: From Kansas Avenue, east to SN/JF County Line. Approved for letting. Revised schedule adding Construction and CE activities and scheduled with a November 2022 letting date. Revised KDOT Program to ELTP and letting type to KDOT letting. Updated PE cost estimate to reflect current PE contract. (KDOT)
 - c. **KA-5766-01:** Amended Project. Bridge Replacement, I-470: Bridge #046. Located 0.21 mi. NW of 10th St. Revised schedule adding Construction and CE activities and scheduled with a July 2023 letting date. Activated ROW and UTIL work phases in addition to CONST and CE. Revised KDOT Program to ELTP and letting type to KDOT letting. Revised cost estimate to reflect Field Check Memo dated July 26, 2022. (KDOT)

(Request approval to be forwarded to OneDot)

2. UPWP 2022 Amendment #3 (Attached) (Carlton Scroggins)
 - a. Adding a Multi-plan Safe-Routes-to-School Phase 1 Study. This project will be a consultant/staff study that was originally a candidate for a Transportation Alternative grant.
 - b. Include funding for "Topeka Speaks" software license for the public participation platform utilized for MTPO amendments and document updates.

(Request approval to be forwarded to OneDot)

Discussion/Non-Action Items

2023 UPWP Projects Transit Oriented Development (TOD) (Carlton Scroggins, Andy Fry)

Quick Updates

Adjourn



CITY OF TOPEKA
**METROPOLITAN TOPEKA PLANNING ORGANIZATION
POLICY BOARD**

MINUTES

July 28, 2022

Voting Members present: Jim Tobaben (for Marc Fried), Karen Hiller, Matt Messina, Bob Nugent (4)
(via video conference)

Voting Members absent: Sylvia Ortiz, Brett Kell, Bill Riphahn (3)

City Staff present: Bill Fiander, Planning & Development Director; Carlton Scroggins, Transportation Planning Manager; Taylor Wolfe, Planner; Kris Wagers, Admin

Opening Business

Welcome – Chairman Messina called the meeting to order with 6 members logged in for a quorum.

Approval of Minutes for June 23, 2022

Motion by Ms. Hiller to approve, **second** by Mr. Nugent. **APPROVED 4-0-0**

Public Comments – none

Action Items:

2021-2024 TIP Amendment #9: Requesting approval to be forwarded to OneDot for inclusion into the STIP

Mr. Scroggins reviewed the proposed amendment, taking questions as they were posed.

- a. **KA-6232-02: New Project. Construction phase of project KA-6232-02, Culvert #512 repair. Located @ I-70 (Kansas River Drainage) 0.58 mi. E. of US-75.**
- b. **TE-0505-02: Amended Project. Topeka Bikeways trail connections (various). Revised let date, from 10/22 to 4/23.**

Ms. Hiller asked how the delays would affect things, wondering if there's work that can be done over the winter. Mr. Messina reported that the consultants simply haven't been able to complete their design work yet.

- c. **TE-0505-03: Amended Project. Topeka Bikeways infrastructure along Tyler St., construct 10' paths. Revised let date, from 10/22 to 4/23.**

Mr. Messina reported that this change is related to coordinating with a City street project.

- d. **TE-0505-01: Administrative Revision. Bikeways, Kansas Ave Bridge & Roadway from SW 3rd St. to NE Laurent St., Changed let date from Sept. to Dec. Funding changed to All state funding.**

Mr. Scroggins explained this was initially going to be a TA grant project, but if it had been completed as originally scheduled it would have had to be torn up and *re-done* with the Polk Quincy Viaduct work. Because of this, the state opted to simply include the project as a whole with Polk Quincy Viaduct

reconstruction. The TA grant funds will not be used but rather returned to the state to go toward other grant opportunities.

Mr. Messina asked if the City has plans to use the 20% match funds that would have been used with the TA grant. Ms. Wolfe stated she believes the funds will potentially go toward the 8th Street cost-share project because it is over-budget.

e. TMTA Operating Funding: Administrative Revision. 2022-2024 Operating expenses.

Motion by Ms. Hiller to approve and forward to OneDot for inclusion into the STIP document; **second** by Mr. Tobaben. **APPROVED** (4-0-0)

Non-Action Items:

UPWP 2023 Development

Mr. Scroggins reported that staff is soliciting project ideas for the 2023 UPWP. There has been a substantial increase in CPG funds so staff are anxious to find projects to utilize them. He reminded everyone that the CPG funds do require a 20% local match. Mr. Scroggins anticipates a first draft of the 2023 UPWP to be ready for review in August.

Ms. Hiller spoke about potentially using CPG funds to plan a Heritage Trail. She explained Planning has received a Historic Preservation grant from the State Historic Preservation Office (SHPO) to fund a consultant to conduct an African American Historic Resources Survey. She would like to look at the possibility of using CPG funds to plan for a (perhaps multi-modal) trail that incorporates the sites identified through the survey. Research for the trail would look at things such as bus stops, areas where bus pull-outs could be placed, areas for tour bus parking, etc., areas that might be pedestrian accessible, etc. Adding transportation research to a potential tour plan adds value to the Historic Preservation Fund (HPF) grant.

Mr. Messina noted that what Ms. Hiller described sounds like it would be transportation related and therefore eligible for CPG funds; additional information will need to be gathered for verification.

Potential Transportation Safety projects update. For the Safe Streets for All (SS-4) funding portion of the Bi-partisan Infrastructure Law (BIL)

Kalea Pauole, COT grantwriter, reported on a BIL conference she attended in Wichita, Kansas. She stated that 60% of the program is formula grants and 40% is competitive grants.

Ms. Pauole stated that, based on what was shared at the conference, there are 3 ways to enhance an application for a competitive grant. 1) Be creative with opportunities to expand workforce; include things such as partnerships, internships, etc., and then be sure to highlight the budgeting for those expanded workforce ideas. 2) Choose or indicate how the project is related to or takes into account extreme weather as we see the effects of climate change. 3) Highlight how the project serves underserved communities. This is vital.

Ms. Pauole reviewed a working document she and her staff are creating to provide information about the various types of grants or projects that can be done using BIL grant funds. She will continue to update the document, but she provided a draft copy to attendees so they could look at it more closely.

Mr. Scroggins, Ms. Pauole and Ms. Wolfe have worked to put together projects that might be eligible for Safe Street funding. They believe Topeka Blvd sidewalks between 21st & 29th Streets may be an option but data is still being gathered.

Deer Creek Trail Extension Update

Ms. Wolfe reported that SNCO has not yet reached out to share details about a date for the ribbon-cutting.

With no further business, meeting adjourned at 2:23PM



Amend. #10 2021-2024

Policy Board Date: 8/25/22

Projects Included:

- 1) **KA-1266-04:** Amended Project: I-70 Polk/Quincy Viaduct & Approach Roadway.
Reconstruct I-70 to 6 lanes on a partial offset alignment: Revised cost estimate to reflect March Bi-Annual Estimate. (KDOT)
- 2) **KA-3236-01:** Amended Project: US-24: From Kansas Avenue, east to SN/JF County Line.
Approved for letting. Revised schedule adding Construction and CE activities and scheduled with a November 2022 letting date. Revised KDOT Program to ELTP and letting type to KDOT letting. Updated PE cost estimate to reflect current PE contract. (KDOT)
- 3) **KA-5766-01:** Amended Project. Bridge Replacement, I-470: Bridge #046. Located 0.21 mi. NW of 10th St. Revised schedule adding Construction and CE activities and scheduled with a July 2023 letting date. Activated ROW and UTIL work phases in addition to CONST and CE. Revised KDOT Program to ELTP and letting type to KDOT letting. Revised cost estimate to reflect Field Check Memo dated July 26, 2022. (KDOT)



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TIP

PROJECT DATA SHEET

Amendment	2021-2024 TIP
	TIP #: 1-16-02-1 KDOT#: KA-1266-04
Project Type:	Roadways & Bridges
Jurisdiction:	KDOT
Project:	I-70 Polk/Quincy Viaduct & Approach Roadway
Fiscal Year(s):	2021 - 2028
Location:	I-70 Polk/Quincy Viaduct & Approach Roadway, Topeka, Kansas (West Phase) (from 0.2 mile east of I-70/MacVicar Avenue, east and south to 0.1 mile south of I-70/4th Street)
Total Project Cost:	\$265,000,000.00

PROJECT TYPES:
Transportation Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Reconstruct I-70 to 6 lanes on a partial offset alignment

REASON FOR CHANGE: Revised cost estimate to reflect March Bi-Annual Estimate received in email dated April 27, 2022.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2021		10,000	Y		10,000		
ROW	2022		15,000	Y		15,000		
UTL	2022		25,000	Y		25,000		
CONST	2024		200,000	Y		200,000		
CE	2024		15,000	Y		15,000		
PE		9,000	(9,000)				NHPP	2026
ROW		13,500	(13,500)				NHPP	2026
UTL		22,500	(22,500)				NHPP	2027
CONST		150,000	(150,000)				NHPP	2026-28
CONST		30,000	(30,000)				STP	2026-28
CE		13,500	(13,500)				NHPP	2028
TOTAL		238,500	26,500			265,000		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other



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TIP

PROJECT DATA SHEET

Amendment	2019-2022 TIP
	TIP #: 1-16-01-1 KDOT#: KA-3236-01
Project Type:	Roadways & Bridges
Jurisdiction:	KDOT
Project:	US-24: From Kansas Avenue, east to SN/JF County Line
Fiscal Year(s):	2018-2025
Location:	US-24: From 468 ft east of the US-24/Topeka Blvd intersection, east to the Shawnee/Jefferson County Line
Total Project Cost:	\$51,775,000.00

PROJECT TYPES:
Transportation Alternative;
Roadways & Bridges;
Transit/Paratransit

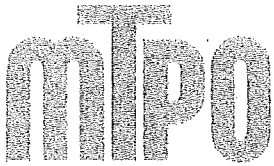
PROJECT Description and Justification: Pavement replacement. This project will include the replacement of Bridges #084 & #085 (US-24 over Soldier Creek), removal of Bridges #082 & #083 (US-24 over the abandoned ATSF Railroad) and rehabilitation of Bridges #086 & #087 (US-24 over K-4) as warranted. Frontage roads. This project will include public involvement.

REASON FOR CHANGE: Approved for letting per email from M. Desch, Assistant Director of Program/Project Management in an email dated August 30, 2021. Revised schedule adding Construction and CE activities and scheduled with a November 2022 letting date. Revised KDOT Program to ELTP and letting type to KDOT letting. Updated PE cost estimate to reflect current PE contract.

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2018		2,200	Y		2,200		
ROW	2022		100	N		100		
UTL	2022		25	Y		25		
CONST	2023		46,000	Y		46,000		
CE	2023		3,450	Y		3,450		
PE		1,760	(1,760)				NHPP	2025
UTL		20	(20)				NHPP	2025
CONST		36,800	(36,800)				NHPP	2025
CE		2,760	(2,760)				NHPP	2025
TOTAL		41,340	10,435			51,775		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other



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PROJECT DATA SHEET

Amendment	2021-2024 TIP	
	TIP #: 1-20-03-3	KDOT#: KA-5766-01
Project Type:	Roadways & Bridges	
Jurisdiction:	KDOT	
Project:	Bridge #046 on I-470 in Shawnee County	
Fiscal Year(s):	2021-2024	
Location:	I-470: Bridge #046 located 0.21 miles Northwest of 10th Street	
Total Project Cost:	\$6,315,170.00	

PROJECT TYPES:
Transportation
Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Bridge Replacement

REASON FOR CHANGE: Approved for letting per email dated June 24, 2022 from M. Desch, Assistant Director of Program/Project Management. Revised schedule adding Construction and CE activities and scheduled with a July 2023 letting date. Activated ROW and UTIL work phases in addition to CONST and CE. Revised KDOT Program to ELTP and letting type to KDOT letting. Revised cost estimate to reflect Field Check Memo dated July 26, 2022 from Greg Gonzales.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Obligation Year (FFY)	Federal (\$)	State (\$)	AC?	Local(\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2021	\$ -	\$ 396.4	x	\$ -	\$ 396.4		
ROW	2022	\$ -	\$ 158.6		\$ -	\$ 158.6		
UTIL	2023	\$ -	\$ 79.3	x	\$ -	\$ 79.3		
CE	2023	\$ -	\$ 396.4	x	\$ -	\$ 396.4		
CONST	2023	\$ -	\$ 5,284.5	x	\$ -	\$ 5,284.5		
PE		\$ 356.8	\$ (356.8)		\$ -	\$ -	NHPP	2024
UTIL		\$ 71.4	\$ (71.4)		\$ -	\$ -	NHPP	2025
CONST		\$ 4,756.0	\$ (4,756.0)		\$ -	\$ -	NHPP	2025
CE		\$ 356.8	\$ (356.8)		\$ -	\$ -	NHPP	2025
		\$ -	\$ -		\$ -	\$ -		
TOTAL		\$ 5,540.9	\$ 774.3		\$ -	\$ 6,315.2		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other

Funding Summary Table 2021 through 2024							Amendment #10
Metropolitan Topeka Planning Organization							
MTPO Metropolitan Planning Area							
Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority							
	2021	2022	2023	2024	Totals	Anticipated Minus Programmed	
Anticipated Funding							
Road and Bridge							
Local	\$ 57,171,025	\$ 50,728,054	\$ 49,602,018	\$ 37,862,322	\$ 195,363,418	\$ 141,267,518	
State	\$ 11,921,500	\$ 46,579,700	\$ 47,278,396	\$ 240,800,000	\$ 346,579,596	\$ 13,082,556	
Federal	\$ 5,815,866	\$ 5,903,104	\$ 39,232,000	\$ 6,081,525	\$ 57,032,495	\$ 743,535	
Sub-Totals	\$ 74,908,391	\$ 103,210,858	\$ 136,112,413	\$ 284,743,847	\$ 598,975,509	\$ 155,093,609	
Transit							
Local	\$ 6,800,000	\$ 6,900,000	\$ 7,000,000	\$ 7,100,000	\$ 27,800,000	\$ 6,758,000	
State	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 3,200,000	\$ 800,000	
Federal	\$ 2,500,000	\$ 3,200,000	\$ 3,600,000	\$ 4,000,000	\$ 10,600,000	\$ 8,694,500	
Sub-Totals	\$ 10,100,000	\$ 10,900,000	\$ 11,400,000	\$ 11,900,000	\$ 44,300,000	\$ 18,952,500	
Totals	\$ 85,008,391	\$ 114,110,858	\$ 147,512,413	\$ 296,643,847	\$ 643,275,509		
	2021	2022	2023	2024	Totals		
Programmed Expenditures							
Road and Bridge							
Local	\$ 23,848,600	\$ 14,228,100	\$ 8,726,700	\$ 7,292,500	\$ 54,095,900		
State	\$ 11,756,500	\$ 47,489,700	\$ 59,250,840	\$ 215,000,000	\$ 333,497,040		
Federal	\$ 7,077,100	\$ 5,744,500	\$ 39,232,000	\$ 4,235,360	\$ 56,288,960		
Sub-Totals	\$ 42,682,200	\$ 67,462,300	\$ 107,209,540	\$ 226,527,860	\$ 443,881,900		
Transit							
Local	\$ 42,000	\$ 6,900,000	\$ 7,000,000	\$ 7,100,000	\$ 21,042,000		
State	\$ -	\$ 800,000	\$ 800,000	\$ 800,000	\$ 2,400,000		
Federal	\$ 167,700	\$ 1,737,800	\$ -	\$ -	\$ 1,905,500		
Sub-Totals	\$ 209,700	\$ 9,437,800	\$ 7,800,000	\$ 7,900,000	\$ 25,347,500		
Totals	\$ 42,891,900	\$ 76,900,100	\$ 115,009,540	\$ 234,427,860	\$ 469,229,400		
Notes for Funding Programmed in the TIP							
¹ This table includes all of the forms of anticipated funding listed herein including local funds in excess of what is needed to match federal and state funding sources.							
² Each proposed project for the TIP is placed into the TIP tables only after the project sponsor meets with the MTPO staff and identifies its funding sources.							
³ State Funding includes funds anticipated to be converted to Federal Funds at a later date.							
⁴ This table includes Active Project Work Phases ONLY							



Amendment #3

Policy Board Date: 8/25/22

Amendment Summary:

- 1) **Update Project Listing:** Adding a multi-school Safe-Routes-to-School Plan. This project was originally planned as a candidate for a Transportation Alternatives (TA) Grant however is now being added as a Consolidated Planning Grant (CPG) as the CPG funding amount has been increased.

The project is being amended into the 2022 UPWP so that the procurement process can begin and that a consultant can possibly be in place by January 2023.

- 2) **Include funding for Topeka Speaks:** Software license for public participation platform utilized for MTPO amendments and document updates.

(Project and funding tables are attached)



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2022 UPWP Itemized Budget	UPWP#	Amend. #3	Amend. #2	Amend. #1
Program Support & Administration	1			
1.1 General Admin.		\$44,424	\$44,424	\$44,424
1.2 Committee Support		\$22,760	\$22,760	\$22,760
1.3 UPWP & Budget		\$19,492	\$19,492	\$19,492
1.4 Training		\$3,607	\$3,607	\$3,607
Direct Non-staff Charges				
TransCad Software License		\$1,200	\$1,200	\$1,200
REMI Software License		\$8,000	\$8,000	\$8,000
ArcMap Software License		\$1,689	\$1,689	\$1,689
Tech. Support Group		\$6,491	\$6,491	\$6,491
I.T. Fees		\$10,317	\$10,317	\$10,317
Office Supplies/Printing/Advertising		\$1,820	\$1,820	\$1,820
Staff Conference Costs /Travel		\$4,500	\$4,500	\$4,500
Topeka Speaks PPP Software.		\$19,200	0	0
MTP	2	\$28,596	\$28,596	\$28,596
TIP	3	\$17,986	\$17,986	\$17,986
Public Participation Plan/Title V	4	\$4,643	\$4,643	\$4,643
Corridor and Special Studies	5			
5.1 Bikeways Activities		\$27,960	\$27,960	\$27,960
5.2 Pedestrian Planning Activities		\$17,014	\$17,014	\$17,014
5.3 General Studies		\$26,636	\$26,636	\$26,636
5.4 Performance Measures		\$4,652	\$4,652	\$4,652
5-5 BCBS Grant Planner Activities		\$7,194	\$7,194	\$7,194
Regional ITS Architecture	6	\$2,130	\$2,130	\$2,130
Transit Planning Activities	7	\$64,873	\$64,873	\$64,873
Consultant Contracts				
SRTS Multi-Plan Phase I		\$150,000		
MTP Update Consultant		\$148,985	\$148,985	\$137,434
BCBS Grant Coordinator		\$12,625	\$12,625	\$12,625
Bikeways Master Plan Phase V Consultant		\$50,000	\$50,000	\$50,000
Total Costs of 2022 Program		\$706,794	\$537,594	\$526,043

CPG & Matching Share	Amend. #3	Amend. #2	Amend. #1
Federal Funds Being (80%)	\$565,435	\$430,075	\$420,834
Topeka Cash (Local Match)	\$128,565	\$94,724	\$92,414
TMTA Cash (Local Match)	\$12,794	\$12,794	\$12,794
Total Expenditures	\$706,794	\$537,594	\$526,043

Estimate of available CPG funds for 2022	Amend. #3	Amend. #2	Amend. #1
2022 CPG for MTPO	\$544,072	\$544,072	\$302,000
2021 Carryover	\$154,159	\$154,159	\$154,174
Total 2022 CPG	\$698,231	\$698,231	\$456,174
2022 CPG funds programmed	\$565,435	\$430,075	\$420,834
Unencumbered 2020 funds	\$132,796	\$268,156	\$35,340

Tasks (fully Loaded Labor)	UPWP #	Consultant & Supply Costs	Planning Dir.	Office Specialist	Transportation Planning Manager	Transportation Planner	Topeka Metro. Transit planner	Total Fully Loaded Labor	% of Total
MTPO Program Support & Administration	1								
1.1 General Admin.			\$0	\$7,493	\$18,130	\$18,801	\$0	\$44,424	6.29%
1.2 Committee Support			\$716	\$0	\$8,806	\$13,238	\$0	\$22,760	3.22%
1.3 UPWP & Budget			\$0	\$0	\$14,504	\$4,988	\$0	\$19,492	2.76%
1.4 Training			\$0	\$0	\$2,072	\$1,535	\$0	\$3,607	0.51%
Metropolitan Transportation Plan	2		\$10,745	\$0	\$11,137	\$6,715	\$0	\$28,597	4.05%
Transportation Improvement Plan	3		\$0	\$0	\$16,835	\$1,151	\$0	\$17,986	2.54%
Public Participation Plan	4		\$0	\$0	\$3,108	\$1,535	\$0	\$4,643	0.66%
Corridor and Special Studies	5								
5.1 Bikeways Activities			\$6,089	\$0	\$10,360	\$11,511	\$0	\$27,960	3.96%
5.2 Pedestrian Planning Activities			\$2,865	\$0	\$6,475	\$7,674	\$0	\$17,014	2.41%
5.3 General Studies/Plan Reviews			\$12,535	\$0	\$7,770	\$6,331	\$0	\$26,636	3.77%
5.4 Target Setting/Performance Measures			\$0	\$0	\$3,885	\$767	\$0	\$4,652	0.66%
5.5 BCBS Grant Planner Activities			\$0	\$0	\$2,590	\$4,604	\$0	\$7,194	1.02%
Regional ITS Architecture	6		\$0	\$0	\$1,554	\$576	\$0	\$2,130	0.30%
Transit Planning Activities	7		\$0	\$0	\$518	\$384	\$63,971	\$64,873	9.18%
SRTS Multi-Plans Phase I		\$150,000						\$150,000	22%
MTP Update Consultants		\$148,985						\$148,985	21.08%
BCBS Grant Coordinator		\$12,625						\$12,625	1.79%
Bikeways Master Plan Phase V Consultants		\$50,000						\$50,000	7.07%
MTPO Staff Non-Direct Charges		\$53,217						\$53,217	7.53%
Total:		\$414,827	\$32,950	\$7,493	\$107,744	\$79,810	\$63,971	\$706,795	100%

PRODUCTS & TIMELINE

1. Complete Bikeways Master Plan update-Phase V (December)
2. Complete Bike & Pedestrian count & survey data results. (September)

5.2 PEDESTRIAN PLANNING ACTIVITIES:

\$17,014

1. Work with city and county departments to determine a priority order for sidewalk placement for sidewalks purchased through different funding sources (as warranted on a project by project basis)
2. Assist with survey of sidewalks. (as warranted on a project by project basis)
3. Update Pedestrian Plan sidewalk priorities.
4. Participate in planning meetings with City/County regarding placement of sidewalks.
5. Recording and tracking of new and reconstructed sidewalks in the MTPO Area.

SAFE-ROUTES-TO-SCHOOL MULTI-PLANS PHASE I CONSULTANTS: \$150,000

SRTS Phase I is the first of a 2 phase Study/Implementation Plan which provides reimbursements to cities, counties, and school districts to provide infrastructure and noninfrastructure improvements that encourage children to walk or bicycle to school more safely. SRTS Plan goals include:

- 1) To enable and encourage children, including those with disabilities, to walk and bicycle to school;
- 2) To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- 3) To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

PROGRAM ACTIVITIES: (2022)

1. Prepare RPF documents for release,
2. Initiate consultant procurement process for a late 2022/early 2023 hire.

PRODUCTS & TIMELINE

1. Record of new and reconstructed sidewalks in MTPO Area. (ongoing)
2. Updated Pedestrian Plan sidewalk priorities list (ongoing)

BIKEWAY PHASE V CONSULTANTS: \$50,000

1. Prepare RPF documents for release,
2. Initiate consultant procurement process for an early 2023 hire.

Transit Oriented Development (Brief Discription)

Transit Oriented Development in the same vein as complete streets or vision zero is another way of making more intentional planning and engineering decisions about the layout of our communities and transportation right of ways.

Transit oriented development (TOD) looks like developing multiunit housing and retail directly adjacent to arterials, rather than mandating antiquated parking setbacks for cars. In addition, TOD encourages zoning that enables multi-use development with retail, and commercial space on the first floor, followed by office space and perhaps topped off by residential space. This denser development pattern typically leads to higher frequency of pedestrian modes of transportation and leads to further implementation of transit use and pedestrian safety infrastructure for walking along and across vehicular traffic lanes.

There are inherent efficiencies when you design both residential and commercial development along transit lines that allow citizens to spend less time and money on transportation and allows them to live a simpler life closer to their daily needs like grocery, pharmacy, work and entertainment. In addition, there are economic development savings leaving further portions of their income to spend locally on goods and services than on car ownership, fuel and repairs. Finally this leaves our local and state funds to not have to replace roadways as frequently with higher use of transit facilities and fewer miles traveled by single occupancy vehicles in the inefficient way many travel in Topeka today.

This study will be bridging the gap of transportation planning and local land-use adjacent to Topeka's arterials. This study will help develop model language for the City of Topeka governing body to consider adopting to allow TOD. Further this study will identify various corridors or segments ripe or well-suited for TOD and discuss the needs and existing supporting elements of those segments and what Topeka Metro and the City of Topeka Planning, Engineering and MPO can do to encourage development in these areas. This collaborative project will involve housing, development, transportation, public and private partners to produce a cohesive document for the community of Topeka.
